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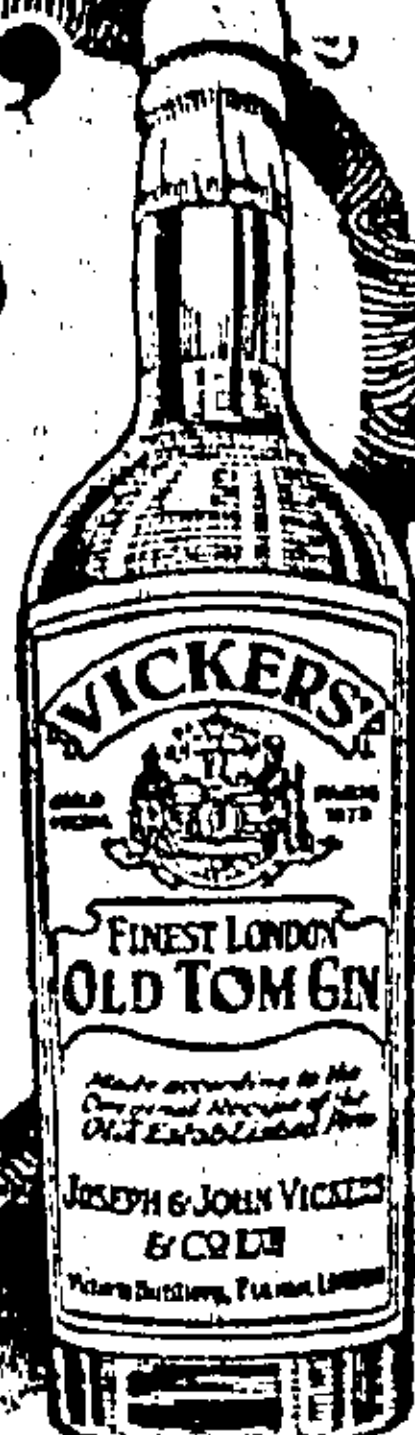
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NEW BOND OF UNION. PRINCE ON EXCHANGE OF UNIVERSITY STUDENTS.

The Prince of Wales was present recently at a dinner in London in connection with the American University Union in Europe, and in responding to the toast of his health, eulogized its great ideal of drawing closer the bonds between England and the United States.

His Royal Highness said: When I see all the harm the war has done to the world, it is a real relief to come in contact with something which owes its origin directly to the war, and yet has brought civilization nothing but good. Your Union came into being in 1917 to deal with a situation which was created. But for the war its birth might have been long delayed, and the English-speaking race would have been all the poorer in consequence. It would have been the poorer by a war child which is growing up into a great power for peace.

VALUE OF TRAVEL.

Secondly, I am much in sympathy with the main object you have in view. You aim especially at giving your young men the double benefit of a University education and of overseas experience. That in principle has been my own education, and well do I know its worth. I did not, it is true, combine the two things simultaneously, as your students do. I was first to a University and then rounded off what I had tried to learn there by travelling many thousands of miles and by visiting most places in the world. Although the programme was difficult, the result, I hope, has been the same, and it is the finest education a man can have.

The men of this generation in your country and in my country have got to learn to be men of the world in the true sense of the term. We have got to cure ourselves of any small feeling of remoteness from our fellow-men across the seas. As that great Ambassador and great gentleman, Walter Hines Page, once said, we have got to drop that word "remote" from our vocabulary and from our thought. To this end nothing will help more surely than the system which your union is building up.

A NAVAL METAPHOR.

My old friend, Dr. Maclean, whom it was once my privilege to transform in the space of about half a minute from an American doctor into a Welsh doctor, has elsewhere spoken of that system as "the anchor of civilization." I am going to take up his naval metaphor and go one better. I say that I want that system to provide the world with a great land-locked harbour, as it were, in which international education and international progress may ride for ever in peace and security, no matter how stormy the weather may be outside. It is my firm conviction that the foundation of your branch here in London will prove in the future to have been of incalculable importance to the English-speaking race as a whole. Seven years ago one of our greatest statesmen wrote to Mr. Page:

I have now lived a long life, but if I have been fortunate enough to contribute even in the smallest degree to drawing close the bonds that unite our two countries, I shall have done something which counts in my eyes as nothing.

These words suggest an ideal which I can assure you is a very real thing to all my generation in this country. I have had the privilege of seeing your armies in France and your citizens at home. I have also met quite a few of your students over here. From what I have seen and from the friends I have met I feel that ideal is no less real to our contemporaries on the other side of the Atlantic.

We shall have many opportunities of furthering this ideal, but we must lose none of them, but here ready to hand in this union of yours is an opportunity which has already been seized, and which is rapidly becoming a great power for the good of us all. I know enough of our British Universities to be certain that whatever the graduates and undergraduates you send here may or may not learn during their residence, they will at any rate learn to love those Universities and will, I hope, think not too badly of the land which instituted them. And when they go home they will, I know, not forget it.

CECIL RHODES'S LEADS.

It is to our national credit that it was an Englishman who first gave practical expression to the idea which animates your union, Cecil Rhodes, a pioneer in all that he did, was the pioneer of this movement, and in this country must follow up the trail which he blazed, not merely by extending to your graduates and undergraduates our hospitality, but by encouraging our own University men to take advantage of yours. There are 54 American colleges and Universities which subscribe to your union. I should like to see a resident British graduate in every one of them.

A "WHITE" PRINCE.

A graceful speech was made by the American Ambassador, who, in proposing the health of the Prince of Wales, said it once happened, as he had, in study for comparative or contrasting personalities representing a type of relationship stretching over hundreds of years, one would find many attributes possessed in common by those two chivalrous Edwards of Wales, the first, or Black Prince, and the present Prince.

But the stay-at-home Americans felt relatively little interest in the former. From the moment the present Prince visited them and crept so manfully into their respect and so joyfully into their hearts, they had felt an increasing desire to acquire some portion of proprietorship in him. How to realize that ambition of American people was the occasion of his groping and where the Black Prince came in.

Black generally meant black, but in the flexible American language "white" as applied to human beings had a totally different significance, and meant the possession of a few real but essential attributes, whether one were white or black. They were a pure mind, a gentle disposition, a sweet nature, glorious spirit, honesty and truth, courage beyond measure, and a heart of gold. That was their definition of a white man, whether prince or pauper. In this instance they knew him to be a Prince. So, he concluded, let us emulate the custom of old and to-day, say, that America is concerned, designate the Royal Highness as "The White Prince."

BEST LINK WITH AMERICA.

Lady Astor said the Prince of Wales was one of the best Americans she had ever met. He knew what they meant, and many people did not know when they had done their best to explain their ideals. There was no (Continued at foot of next column.)

COX & CO.

THE WONDERFUL CAVE OF ALADDIN.

"Cox & Co." How many ex-officers, writes Mr. H. D. Grime in the London Evening News, will read of the great change in the bank's career without a stab of affectionate memory? Some had other agents, but for the great majority "Cox's" meant during the war something much more than a mere banking institution to be found in Charing Cross. The name is indissolubly associated with the thrill of those great days.

"Cox's" meant the wonderful Cave of Aladdin where one found whatever it was, a life that might not be long but assuredly was destined to be cheery. "Cox's" were the people who looked after your baggage when you were ordered post-haste to the front line or Mandalay. It was a short name, but it meant to the serving officer perhaps more than any other in the whole vocabulary of war-time. Except perhaps "Blighy" and "Cox's" were even then, "Blighy" and "Cox's" were very closely associated in ideas. There is, indeed, the story told of the subaltern who put his kit on the tarmac at the station and said "Drive to Cox's."

Arrived there he told the driver to wait. Drivers in those days being almost as wary—and certainly as busy—as now, this one, demurred in forcible fashion. "Well, old fruit," was the bland retort of the youngster in khaki. "I haven't a bean, and until I talk nicely to Uncle Cox you jolly well can't have one. Comprehend."

THE OUTFIT ALLOWANCE.

It was in the later stages of our acquaintance with Uncle Cox, however, that, these pleasant interludes occurred. But, actually, we knew the benevolent old gentleman of Charing Cross before ever we donned our new Sam Browne belts or learned to take salutes without a blush.

"Your outfit allowance has been credited to you at Messrs. Cox's," said the dashing official letter that converted civilians into Army officers (Temp.) in away 1914, 1915.

It was all a dream at first, linked to reality only by the magic word "Cox." Some of us were youngsters who had never before handled a cheque book. To some of us 18-year-old warriors it opened undreamed of vistas of prosperity; to others it seemed marvellous that by merely writing one's name across those nice green slips of paper life offered its choicest and fullest delights for one's attainment.

Alas! I am afraid that the lure in some cases meant death to come. In fact there came a day in 1918 when "the young gentleman with the Cox's cheque" became a music hall joke beloved of George Robey; when the nice green slip drew a smile for the man who offered it—but it was all very good humour.

How wondrously efficient was Uncle Cox! He never seemed hurried, never abrupt; always suitably benign and ready to help where possible.

I remember calling on him very late one winter's night en route from France to Burma. The tired, fine-drawn man behind the green shaded lights, attended to my modest demand.

"No, don't apologise," he said. "We are glad to help you fellows at any hour. How are things over yonder?" "Cox" being the vast number of people with varying scales of pay and allowances, mistakes were astonishingly few. "And they were always found out," Uncle Cox knew a thing or two—and he needed the knowledge!

But we were treated as officers, and gentlemen, and there was little justification for the mess-room yarn of the subaltern who found his arguments at 10, Charing Cross with the three "If I have any more trouble with you, my dear Sir, I shall withdraw my overdraft."

OVERSEAS AID.

Some of us knew the helping hand of Cox and Co. far away from home. At Cape Town, for instance, we reached a welcome cheque in the shadow of Table Mountain. In Bombay we received with gleaming eyes the accumulated correspondence of ten weeks, the interval during which we had been lost to the world after stealing out one moonless night from Plymouth Sound.

"Cox and Co." In the maelstrom of the world at war that address was a sort of rock immovable amid the swirling current of events.

Mothers, sweethearts, wives wrote "Cox and Co." wondering where that letter would find their loved one. And, somewhere at the other end of the world perhaps, we wanderers would get the message at long last, sometimes cross-crossed with half a dozen addresses in startling-coloured ink. But ever thanks to allwise Uncle Cox.

Mild the palm groves and pagodas of Mandalay we met coffee-coloured con who bore the legend of Cox on his hat. Similarly in Basra and Baghdad, those strange jostling centres of the unlovely Middle East, somebody would always present himself with the smiling assurance that we might "Leave it to Cox." And often we did.

Well, well; one wonders what the next war will be like without a Cox and Co. see us through. In every part there is a little sadness; some of us keep on our walls as mementoes tin hats and fearsome swords we never used. I think I must place therewith a little slip of nice green paper, its blank space filled with an incalculable sum.

For incalculable are the memories, its emblems of brave hearts and gallant comrades whose fame can never die.

greater link between England and America than his Royal Highness. What we had to strive for was a world peace. When we talked about Anglo-Saxon ideals we did not mean we wanted to keep the rest of the world out, but rather that we wanted to give a lead to the rest of the world. When we saw England standing almost alone in Europe to-day with these ideals, one wished from the bottom of one's heart that America was a little nearer.

"I do not believe there is any country in the world that understands England so well as America," continued Lady Astor. Many people have done their best to destroy that understanding and it is a strange thing to see England alone on this great Continent of Europe standing and struggling and being condemned by nearly everybody, simply because she wants to do the right thing not only for herself but for the whole of the world. The Prince received the company prior to the dinner.

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Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

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Yours faithfully,
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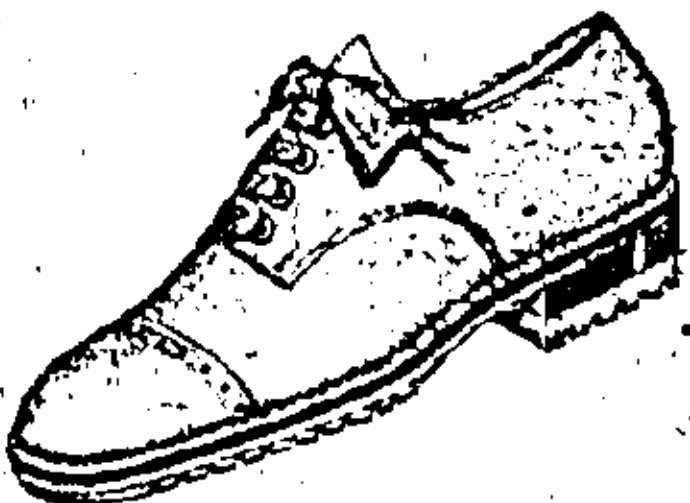
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INADEQUATE DOCKING FACILITIES AT MANILA.

"VISITORS' IMPRESSIONS."

The Manila Times of April 9th, writes: Do we desire visitors landing for the first time in Manila to think of this city as a thriving metropolis having every up-to-date facility for shipping and commerce, or shall they return to their homes and tell of their "unique and romantic experience in landing from the ship at Manila," similar to landings made at some of the Red Sea ports? In the Red Sea it is quite common practice for passengers to land by means of launches and sampans, but we in Manila would like to be proud of our docking facilities which allow big liners to discharge passengers directly on to the Customs wharves. Something went wrong this morning. One of the great liners of the Shipping Board arrived in port with many passengers. All available berthing space was occupied by freighters calmly heaving cargo over the side, and the big passenger liner was forced to anchor out in the stream and land her passengers by launch. One of the Canadian Pacific liners is also due to-morrow and it is doubtful if she will be able to dock at all. This procedure is reminiscent of small, "one-horse" ports where the big ships are not accustomed to lying up at the docks but it is not at all representative of Manila. Is it not possible for the port authorities to handle the berthing space in such a way as to give the passenger liners accommodation? Trade follows well impressed visitors and we do not want visitors here to think that we have gone back to skiff-landing days.

VIEWS OF THE COLLECTOR OF CUSTOMS.

In a subsequent issue of our contemporary appears the following:— With three vessels from the United States and foreign ports in the bay, and with the expected arrival of five or six other vessels to-day, Collector of Customs Aldanese finds himself in the predicament of trying to plan the impossible—that of berthing eight or nine vessels at a time alongside two piers which can accommodate only two vessels each. Never before has this number of vessels anchored in Manila all at the same time, declared Collector Aldanese, and therefore the matter has given no little concern to himself as well as to other Customs officials.

Confronted by this situation, Mr. Aldanese deplored the lack of docking facilities in the port of Manila, and said that he would exert all efforts to induce the authorities to extend aid toward remedying the situation. Pier 7 will not be ready for some time yet, he said, but even if it is only partly completed it can be used by vessels as a place of anchorage in cases of emergency. He said that work on the pier is going on at a rapid pace, and upon its completion three or more vessels will be able to dock alongside.

Pier 3 and Pier 5 can accommodate only two vessels at a time, and one vessel can dock between the two piers, so that at most only five vessels can lay alongside the piers at the same time. With eight or nine vessels all in port to-day the best arrangement that was reached by Customs officials was to allow the first vessels to come to berth alongside the piers and the late comers out in the bay. The latter will have to discharge their cargo out in the bay.

The vessels in port Saturday were the *Lucerne* from New York, the *Elbridge* from Singapore, and the *Deamohr* from London. The vessels expected to arrive to-day are the *City of Birmingham* from New York, the *Eurydice* from Hongkong, the *Oosterk* from Europe, the *Aki Maru* from Australia and the *Asafusa* from Japan. The *Polypheenus* from Shanghai, and *S. Athans* from Australia are also scheduled to arrive to-day.

SPORT

CRICKET

H.K.C.C. INTERPORT PRACTICE MATCH.

A match will take place between the following sides on the Club ground, to-morrow, commencing at 2 p.m.:— T. E. Pearce, G. B. Sayer, L. J. Davies, U. M. Omar, A. A. Rumjahn, A. E. Wood, E. K. Quick, H. Owen Hughes, F. Daker, E. J. R. Mitchell and T. G. Johnston.

Capt. E. G. Spinks, R. H. Wild, L. D. McNicol, F. N. Young, G. A. V. Hall, B. Petheram, E. F. Spink, N. Balhatchet, C. Dance, F. G. Wheeler and H. E. Hollands.

GOLF

CAPTAIN'S CUP COMPETITION AT FANLING.

The Captain's Cup competition, played at Fanling on April 7th, 8th, and 9th, was won by J. M. Walker 77-8-69 net.

POLO

H.K. VOL. DEFENCE CORPS v. R.G.A.

A polo match will be played to-morrow (Saturday), at 4.30 p.m., between the H.K.V.D.C. Mounted Section and the R.G.A. at Causeway Bay. Teams:— H.K.V.D.C.—(1) Capt. H. C. Macnamara, (2) Pte. T. G. Lyon, (3) Pte. A. B. Peter, (4) Cpl. J. Balhatchet. R.G.A.—(1) Lt. E. L. G. Davies, (2) Lt. W. P. Fendall, (3) Capt. S. D. Meredith, (4) Capt. C. S. Fisher.

PROPERTY VALUES IN HONGKONG.

MR. COLBOURNE LITTLE'S VIEWS.

According to Mr. A. Colbourne Little, of the firm of Messrs. Little, Adams and Wood, Architects and Surveyors, true market value "is that sale which takes place at the proper time and that which is sold to a person who would put it to its best use." He expressed this view whilst giving evidence for the plaintiff before His Lordship, the Chief Justice (Sir William Rees Davies) yesterday afternoon, during the hearing of the Chinese partnership dispute which is now being heard in the Supreme Court. Mr. Little does not share the views of Mr. H. W. Bird, who, two days ago in giving evidence for the defence, contended that high prices paid for property which bring in only a small return to the investment do not represent market value.

The plaintiff in the case—a retired sleeping partner in a firm of merchants—claims from the defendant, the managing partner of the firm, that certain property belonging to the firm was sold by the defendant at a gross undervaluation. His contention is that the property was worth \$33,000, but was sold for only \$34,000, and consequently his realised share on retiring from the business should have been greater than the sum actually paid to him.

Mr. Bird when giving evidence said he considered the value of the property to be \$30,000, and that the price secured for it by the defendant was a fair one. Mr. Little, yesterday, said that he estimated the value of the property at the time of the sale in January, 1921, to be \$30,000. He arrived at his figure by assessing the rental, after making the usual deductions for Crown rent, insurance and repairs, of one of the houses at \$1,520, which, if capitalised at six per cent, would give a capitalised value of \$25,250 for each house, or \$50,500 for both houses.

Questioned by Mr. Eldon Potter, barrister-at-law, who appears for plaintiff in the case, Mr. Little said that there was a difference between market value and security value. For the purpose of finding out the security value he would bear in mind the rate of interest and he would also consider the possibility of a forced sale of the property at an inopportune time. He would assess security value at a minimum, and added that it was a well-known fact that the property would be sold in the market at a larger value than that at which it was secured. His idea of arriving at a fair index of market price was to take the sales of neighbouring property over a given period and to work out the average. In support of his statement he quoted the prices paid for a number of houses in the street in which the property under dispute stands. "No. 6," he said, "was sold on September 22nd, 1922, for \$24,500. House No. 13 was sold in December, 1921, for \$23,000. House No. 22 was sold in July, 1922, for \$25,500. No. 27 in March, 1921, for \$21,000. No. 41 in July, 1923, a half share was sold for \$13,000." The average price for these five houses was \$24,500.

Mr. Potter: Now if you sold two houses together which have been used as a shop and a godown what would be the effect on the price; would it be more or less?—I think you could expect to get \$1,000 more, making the average up to \$25,500.

Mr. Potter: You have been informed, or you have read in the papers, that Mr. Bird valued these two houses at \$15,000 each, making a return of eight per cent. Would you call that "market valuation" or "security valuation"?—I can't answer that. I don't know.

Well, we will put it this way; Do you agree with his valuation?—I say \$30,000. Your own figure—\$30,000. Do you consider that to be the market value at that time?—Yes, at that time.

Cross-examined by Mr. F. C. Jenkin, barrister-at-law, for the defendant, the witness said that he had heard that not a single house in the street was sold during the years, 1919 and 1920, but he could not say whether the statement was true. He was quite prepared to accept a statement made by Mr. Jenkin that by the witness's own method of computation, taking the average price over the earlier period than that used by him, that the average price for two houses together worked out at \$39,500.

The witness was not prepared to state that the defendant's sale of the property at \$34,000 was a fraudulent gross undervaluation. The defendant, he thought, should have employed a broker.

Mr. Jenkin: You, perhaps, do not know that he did employ a broker?—It is not for me to know what he did. (Continued at foot of next column.)

BOY SCOUT ACTIVITIES IN HONGKONG.

The Boy Scouts Jamboree will consist of an exhibition and a concert, both to take place on Friday and Saturday next. On Friday, proceedings will commence in the City Hall at 4 p.m., when H.E. the Chief Scout of Hongkong will declare the Jamboree open. All the rooms in the first floor will be in use. In St. Andrew's Hall will be the Exhibition proper, where specimens of Scout handcraft will be on view, and the Scouts themselves will be seen at work. St. George's Hall is to be used as an arena in which a succession of displays will be performed, the principal one being the construction of a 21ft. trestle bridge by a squad of Scouts drawn from the several troops and trained by Staff Sergeant Best of the R.E.A. On Saturday the show will commence at 2.30 p.m., and on both nights this part of the Jamboree will close at 7 p.m. In addition to the displays in the arena on Saturday afternoon, the 6th Hongkong Troop will perform a Scout play in Chinese, which has been written by one of the Chinese Scoutmasters. The small room opening off St. George's Hall will be devoted to Nature Study and Artist section, where a very interesting collection of Hongkong butterflies, moths, etc., made by the "Roving Fifth" will be on view. Admission to the Exhibition will be free, though a small charge will be made for the Chinese play. Tea will be obtainable at moderate charges in the Chamber of Commerce Room.

On both nights, a Grand Concert will be held in the Theatre Royal at 9.15 p.m. Several interesting and amusing items are on the programme, not least of which is an ultra-modern version of Shakespeare's "Tempest."

There are about 200 Scouts in the Colony on the books of the various troops, of whom about 150 are really active, and regularly spending their spare time in Scouting. There are at present eight troops and one patrol of Sea Scouts, and shortly two other troops will be in process of formation. Three out of 27 gilt crosses awarded for plucky and meritorious conduct in 1922 were won by Hongkong Scouts, all three recipients being Chinese boys. In each case the boy's actions were entirely the result of Scout training, added to the "heart" to put that training into use. Ten days ago a party of five Chinese Scouts set out from Hongkong to visit some scouts not belonging to this Association who live on the mainland north of Macao. They left Macao at 6 a.m. and without a map reached their destination at 4 p.m., having walked the whole way. The same week-end, a party from another troop started on a trek-camp in the New Territory, and pitched their tents where the Smugglers' Pass joins Pinnacle Pass. The next morning several of them walked over very rough country along the Shing Mun Valley to Shatin in order to get back to Hongkong for a rehearsal in the afternoon, which they attended, returning to their camp that same evening. Boys who formerly never left the City streets are now finding out the joys of exploration and the beauties of the country in which they live, and it is in order that this pleasure may be afforded to others that your support of this sane and healthy movement is requested.

If he employed a broker and asked \$37,000 for that property and eventually got \$34,000, would you say that sale was a fraudulent gross undervaluation?—I have not said that yet. I say the value is \$30,000.

His Lordship expressed the opinion that the witness's answer was a fair one.

Witness went on to express the opinion that a six per cent. return satisfied many Chinese.

Mr. Jenkin: Mr. Bird says that some are satisfied with a return of two or three per cent. basis, and that this has no bearing on the market value?—They don't mind what they pay.

His Lordship: It is the locality that they are after?—Yes, that it is.

Witness added that the price depended entirely on the demand.

His Lordship: Mr. Bird says that the property was worth no more in 1922 than in 1921. Do you agree with that?—I say that it was worth a little more in 1922, just a growing average. All property is improving, I should say.

Re-examined by Mr. Potter, witness said that he did not agree with Mr. Bird's statement that it was not a business transaction if the price paid brought in a return of four-and-a-half or five per cent.

Further evidence was then called in support of the plaintiff's case and the case was again adjourned.

CORRESPONDENCE THE RECENT DROUGHT.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—Last night's rain has brought to an end a drought—but not an exceptional drought—and some of your readers may be interested in the figures. The Kowloon Observatory has now published rainfall returns for 39 years and with such a series to fall back on it is not easy to break a record. The drought through which we have just passed never stood a fair chance of doing so, it did not begin till November, whereas other droughts have begun with October; October is a very variable month, ranging from .01 to 24 inches. April at the other end of the dry season has a range from 1.23 to 15 inches. October last year had 2.02 inches of rain, which as the figures below show gave it little chance of competing in a dry winter competition.

DRY WINTERS IN HONGKONG.
Rainfall in inches for consecutive driest months.

Year	5 Months	6 Months	7 Months	8 Months
1900-01	1.87	3.81	6.19	9.34
1903-04	1.81	4.30	22.17	42.18
1901-02	2.39	4.23	6.74	10.63
1903-10	1.94	5.67	7.62	25.81
1913-17	1.81	4.22	9.51	19.19
1917-18	2.37	5.84	10.38	15.16
1923-24	2.45			
Mean	3.71	13.40	18.61	24.51

It must not be thought that a winter's drought like this has any material connection with the present water shortage. The water supply of the City and Kowloon depends mainly on the previous summer's rain. The effects of a winter's drought are mostly felt in gardens, on the hillsides and by those few householders who draw their supply from streams. The proportion of even a normal winter's rain which is collected in the reservoirs is very small compared with that collected from a heavy summer downpour.

L. GIBBS.

THE FRENCH WARSHIPS. PROGRAMME FOR VICTORIA.

The French cruisers *Victor Hugo* and *Jules Michelet*, on a World cruise for semi-commercial purposes, are due to-morrow morning under the command of Rear-Admiral Gilly. The Admiral will visit H.E. the Governor at eleven o'clock the same morning, and His Excellency will return the call later. To-morrow night there will be a "dinner party" at Government House, and on Sunday the guests will be entertained by the Procureur Mission Etrangere, the Rev. Father Robert. In the afternoon French institutions in the Colony will be visited, and a tea party will be given at the French Consulate.

On Monday the visitors will be entertained to lunch on H.M.S. *Tamar* by the Commodore, and at night there will be a source dante at the French Consulate. On Tuesday night the French Admiral will give a dinner on his flag-ship, and the next morning the vessels will leave for Haiphong.

CANADIANS IN COURT.

LEFT BEHIND AT MANILA, SO STOWED AWAY.

Charged with stowing away on board the s.s. *Oosterk*, two Canadians at the Magistracy yesterday stated that they had been engaged in Canada to take a batch of horses from Canada to Manila, and to the United States. But when they got to Manila and were ashore seeing to their job, the boat they were to have gone to the U.S.A. on left the port before their scheduled time. The result was that they "got left," and had to do something to get away.

The defendants were Wayne Talmage, and James Adams, and both pleaded guilty to the offence. Inspector Spear, who was in charge of the case, told his Worship that they gave themselves up to the captain of the vessel the day after they left Manila.

Defendants were fined \$25 each, and given the alternative of a month's imprisonment.

ARMED ROBBERIES.

Two more armed robberies took place on Wednesday. Early in the evening seven men entered the first floor of a house in Connaught Road Central. Two were armed with revolvers, and one had a knife. They bound five men who were on the premises at the time, and then searched the floor. They eventually decamped with goods to the value of \$300.

The other robbery took place at a house in King's Street, Taihang. Two men, armed with revolvers, entered the premises, ordered the inmates to keep quiet, and stole \$380 worth of goods.

PEAK RESIDENTS' ASSOCIATION

SUGGESTIONS FOR IMPROVING
PEAK TRAM SERVICE.

COLONIAL SECRETARY MAKES A STATEMENT.

The first annual meeting of the Peak Residents' Association was held at the Peak Club yesterday evening. At the conclusion of the formal business an interesting discussion ensued on the subject of the Peak Tramways, and the different schemes for alleviating the inconvenience which at present exist.

The meeting was presided over by the Chairman, Mr. V. M. Grayburn, supported by the following members of the committee: Mrs. Parr, Messrs. F. A. Mackintosh, W. C. Shiner, H. B. L. Dowbiggin, G. M. Young, A. Murdoch, and A. S. Mackichan.

Amongst others present were the Chief Justice (Sir William Rees Davies), Lady Rees Davies, the Puisne Judge (Mr. Justice Gompertz), the Colonial Secretary (the Hon. Mr. A. G. M. Fletcher, C.M.G., C.B.E.), and other well known residents of the Colony.

THE CHAIRMAN'S REPORT.

The CHAIRMAN said:—I very much regret the delay in getting out our first annual report, also the necessity of having to postpone this meeting which was originally called for the 5th April. The work, however, of compiling the report in your hands was a good deal more arduous than was at first anticipated by the Hon. Secretary, and his troubles were further increased by a breakdown of the machinery whilst printing. I therefore trust you will accept this explanation and be lenient. Although the report has been in your hands for such a short time, I hope that you have been able to get a good idea of the work of this Association since its inauguration, and that in your opinion the work done has justified our existence and served a good purpose. The report practically covers all the matters your General Committee have had under consideration; the subjects referred to therein are dealt with so fully that I do not think that it is necessary for me to make further reference to them this evening. The question of accounts is a very small one. Subscriptions were \$253 and our expenses \$137.37, leaving us with \$115.13 in hand. Before proposing the adoption of the Report and Accounts I would impress upon you the necessity of obtaining more members to replace those who have either left the Colony for good or are on home leave. It would greatly minimise the work of the Hon. Secretary if new residents would apply personally, or in writing, to him for application forms instead of leaving him to search them out, and I think you will agree with me that if this Association is to be a really representative body, all residents in the Peak districts, both men and women, should be members of this Association. It would also help him if members will send him as soon as possible their subscriptions for this year. I take this opportunity of expressing the thanks of the General Committee to the Hon. Mr. A. G. M. Fletcher, C.M.G., the Colonial Secretary, for the help and assistance he has given the Association in all matters which have been placed before the Government for their consideration. I would also express our thanks to the Committee of the Peak Club for allowing us to use this room for our Committee meetings and hope they will oblige us this year again. We would welcome any suggestions for the benefit of the new Committee or discussion on the report. This is our first yearly statement and we are quite open to criticism. With these few remarks I beg to propose that the Report and Accounts as presented be adopted.

Mr. R. SUTHERLAND seconded, remarking:—

All members of the Association cannot but realise the extraordinary usefulness of this little organisation. Born only a year ago, it seems a precocious infant, already able to stretch its infantile hands to assist wherever need calls.

The work has been done by a committee, all of them are exceptionally busy men and the Association owes a debt of gratitude for their having carried out so successfully new and somewhat difficult duties. I should particularly like to mention the valuable work of Mr. Grayburn, our worthy Chairman, also Mr. Shenton, on whose shoulders much of the responsibility has rested. Last, but not by any means least, our indefatigable Secretary, Mr. Hornell. Mr. Hornell has been untiring in his efforts on our behalf. He fortunately has the happy knack when obstacles are met, of getting over them under them, through them, or, if the

worst comes to the worst, thrusting them to one side with his paternal blessing and promptly forgetting they ever existed. He has certainly done yeoman service, and I have much pleasure in asking you to accord him a hearty vote of thanks.—(Applause.)

"DISGRACEFUL SCENES." The Hon. Mr. FLETCHER said the committee might also consider some scheme of tickets and turnstiles which would prevent the present disgraceful scenes at the terminal stations at busy times of the day, when women and children were pushed out of the way in the scramble to get into a car. "It should be possible," he added "to prevent this rushing of trams during busy hours."—(Applause.)

Mr. DOWBIGGIN expressed his complete agreement. He remarked that, in the rush to obtain seats, he had been pushed aside three times on one occasion by people who had come at the very last moment.

Mr. W. C. SHINER said he thought the difficulty with the morning trams was that all the market coolies were crowding in the back seats with their stuff from the markets. Their bundles were very heavy and cumbersome, and took up a good deal of room. They also occasioned delay in the starting of the trams, so that it took longer to fill up at the bottom than it did at the top.

The SECRETARY suggested that it would be possible to have trams running which would stop at the May Road and the Peak the only. There were large numbers of people who got on to go the very little distance to Bowen Road, crowding out those who wished to go all the way. This would be overcome by a train missing that stop and going straight on to May Road.

Mr. E. V. D. PARR said he thought the Secretary's suggestion an excellent one. It would have the additional advantage that the trams would only make a five or six minute journey as against an eight or nine minute journey, and would therefore have the effect of quickening the service.

Mr. AITKEN said he also would like to support the suggestion. Such a thing might well be done in the busy hours. They could increase the number of trams, and have alternative non-stop cars running. Sir WILLIAM REES DAVIES, in order to strengthen the hands of the incoming committee, proposed the following motion.

"That in the opinion of this meeting representation should be made to the Peak Tramway Company with a view to making the service more efficient by having non-stop cars running to the Peak."

Mr. JUSTICE GOMPERTZ seconded, and the motion was carried unanimously.

THE PEAK HOTEL STORE.

Mr. MURDOCH asked whether the support had been given to the store set up by the Peak Hotel that had been expected. He said he had been told that that support had not been given, and added that the Committee, which had been identified with the movement to the first place, should impress upon people the desirability of using the store. It was a great safeguard, and they would find the value of it in the case of another strike.

The CHAIRMAN said the matter was before the committee a couple of months ago, and they had sent out postcards to residents on the Peak urging them to use the store. These postcards had had the effect of increasing the business of the store, but not to such a great extent as it should have done. It was up to the housekeepers.

Mr. BEAVIS said he had discussed the matter with people connected with the store and with the Secretary, and it appeared that one great drawback to the store was the lateness of the hour at which it opened in the mornings. It was just too late for the market coolies to get in store in time for the average household's breakfast. If it were to open at half past seven instead of eight o'clock there would be a big improvement.

Mr. HORNELL said he had discussed the matter with Mr. Stevenson, and there was considerable difficulty in the way of opening the store earlier. In any case the hardship was not so very great as it appeared at first sight. If housekeepers sent their coolies down below to get fish it would not be any fresher than if it were bought before, because fresh fish did not come in till ten o'clock. As for other goods, such as bacon, and eggs, this could all be bought at the store the day before. Milk would be delivered as usual.

The line was surveyed and the road marked out, and the whole thing was found to be quite feasible, until they came to the subject of the crossing at May Road which proved to be impracticable. The service was to have been a five minute one, and the cars were to carry something like 35 passengers. Objections were raised that passengers using the service to the half way stop would crowd out the passengers desiring to go the whole way. That, however, would have been met by a ticket system whereby the passengers would be directed to particular seats, and those going all the way would be placed in a different section of the car to those going half way only.

Then there was the further question of the Wanchai Gap tram. The main objection to this, quite apart from the opening up of new country, was that the bottom terminus of the line would be in a position at the back of Queen's Road East, a long way from the centre of the town, and not even close to the tram lines. Also, too, it landed them right in a very poor quarter of the Chinese district. As an alternative to that they had in view a better and really more direct route. This would go from the Military lands, or, rather, a little East of the Military lands, running straight up to Magazine Gap, and thence to Wanchai Gap. But that, of course, they could not build till they had the military lands. Another route suggested was from the bottom of Ice House Street, through Glenelly, and so up to Victoria Gap. This latter scheme was Mr. Findlay Smith's. Yet another scheme was a route from the bottom of Garden Road, through where the Murray Barracks now stand, and so up to Wanchai Gap. A further scheme, approved by Mr. Denison, was a route to run from the existing nullah, across the water tank on trestles, and so on and up to Victoria Gap.

All these different routes, the speaker continued, had been suggested, and the Government was at the present time in consultation with the Company, endeavouring to get their views on the matter. At present there was no question of any opposition to the company. The Government fully realised that something had to be done, and suggestions from members of that Association would be of assistance to the Government and the Company in finding a solution.—(Applause.)

Mr. AITKEN said he felt sure they would all agree the point they should urge was that the journey from the Peak to the lower levels should be a single one, and not a double. They all felt the need of a door to door service, especially at night times and in wet weather. He thought it would be very regrettable if they had to break their journey, half way up, and thus still further multiply the different journeys by tram, chair, and ricksha.

He further wished to urge that they try and overcome mechanical objections to a larger tram than those now in use. To the layman it seemed hardly creditable that there could be no way of getting a larger car that would carry more people.

AN EXCELLENT SERVICE.

Mr. FLETCHER replied to this that if they did have a larger car, and one that would carry more people, that car would have to travel at half the speed. If they did that no benefit would accrue at all, for exactly the same number of people would be carried in exactly the same time. He would inform them that in no part of the world, including the Swiss Alps, was there a tramway of this description carrying more people up as stiff a gradient, and at as great a speed, as their Peak tramcars were doing.

Mr. H. A. NORR remarked that he was, compared with most of those present, merely a bird of passage in the Colony, and so he was not so intimate with the problem as the majority of them, but it did seem to him that if the size of the cars could be increased to carry say ten or fifteen more passengers, that would have the effect of meeting with the requirements of the community, for the next few years at least. He gathered that there were very great difficulties in the way of this, but he also of an alternative route, but he was of opinion that these difficulties were not got over somehow, or other. Congestion on the present line was getting worse and worse, and he suggested that steps might be taken to improve the running of the service by more trams being put on at certain periods of the day when the service was now reduced. In the bathing season, and the bathing season was approaching, congestion was particularly bad, and more trams would prove of great benefit. Then there were times when passengers wishing to enter the cars at Barker Road were crowded out by those who had got on at the top before. People there at certain times could get neither up, the line nor down. Very often the cause of this was a car full of traffic. Of course, they could not ask the tramway company to interfere with their own business, but they could ask the tramway management to make arrangements with the tourist agents for regulating that description of traffic.

ELECTION OF OFFICERS.

Mr. H. A. NORR proposed the re-election of Mr. Grayburn as Chairman for the ensuing year. He spoke to the excellent work their Chairman had done on behalf of the Association, and stated that he thought they would all be satisfied with the choice.

Mr. N. C. WILSON, seconded and the motion was carried unanimously.

The CHAIRMAN, speaking with reference to the election of a Vice Chairman, stated that Mr. W. E. L. Shenton would be unable to offer himself for re-election, owing to the fact that he was shortly going Home. Accordingly he wished to propose that the position be filled by Mr. D. J. Lewis. Mr. Lewis was one of the leading spirits in the start of the Association, and took a great deal of trouble in drawing up the rules and articles of association for them before he went Home on leave.

Mr. J. B. ROSS seconded, and the motion was carried.

The CHAIRMAN, proposing the re-election of Mr. Hornell as honorary secretary, said he would like to endorse everything that had been said by Mr. Sutherland about that gentleman. He doubted if they fully realised the amount of work he had had to do during the year, and he was quite certain that his election could not possibly be improved upon. "I trust that he will be called upon to serve for another year," the Chairman concluded amidst applause.

Mr. JUSTICE GOMPERTZ seconded and remarked that they could not possibly do better. The motion was then carried unanimously.

Referring to the election of a new committee, the CHAIRMAN stated that hitherto that body had consisted of two ladies, and six men. Of the old committee Mrs. Parr and Mr. Hall were shortly going Home, Mr. Airey had already left the Colony, and Mr. James was too busy to continue in office. The rest of the old committee were willing to serve again, and he proposed that Mr. Davidson, and Messrs. G. M. Young, A. Murdoch, and Mr. A. S. Mackichan be elected.

Mr. SHENTON then proposed that the members of the old committee, with the exception of those mentioned by the Chairman as wishing to retire, together with the additional names the Chairman had proposed, be elected as the committee for the ensuing year.

Mr. E. GRIMES seconded, and the motion was carried, so that the committee is now as follows:—

Mrs. Mackenzie, Mrs. Edgar Davidson and Messrs. F. A. Mackintosh, W. C. Shiner, H. B. L. Dowbiggin, G. M. Young, A. Murdoch and A. S. Mackichan.

CHILDREN'S GARDENS.

The formal part of the proceedings being thus at an end, the CHAIRMAN asked whether any members had any suggestion to make regarding matters concerning the welfare of Peak residents, which they would care to put forward for the consideration of the incoming committee.

The Hon. Mr. FLETCHER said he had noticed two things in the report which the Government was concerned with. One referred to the proposed children's gardens for the Peak, and the other to the new road to Repulse Bay. With regard to the children's gardens, members of the Committee, in company with Mr. Sutherland and himself, had been over the possible sites, and had finally selected one immediately below the Peak School. They had in view, also, another site opposite the tank in Mr. Piercy's garden, and yet another in Plantation Road. The contract for the first site was about to be drawn up. The second site was in rather a hot position, and had to stand over for a position. The third site was on land occupied by Mrs. Bowler, and they were negotiating with her, and hoped to get it from her on reasonable terms.

With regard to the Repulse Bay Road, the contract would be let shortly for the remaining portion of the road.

Mr. BEAVIS expressed a desire to associate himself with the remarks of Mr. Sutherland in which he expressed the thanks of the Association to the Chairman and the Committee. He particularly desired to thank the old members of the committee for the work which they had done. He had read the report through and found it full of interest, and it showed something of the tremendous amount of work accomplished. From this, also, it appeared plain that the two ladies members had done their utmost in promoting the interests and welfare of the Association.

The CHAIRMAN thanked the speaker, and added that most of the practical suggestions had come from the lady members. He mentioned that because at the time there was a certain amount of discussion as to whether they should be included on the committee at all.

THE PEAK TRAMWAY.

Mr. NISBET remarked that members might like to put forward a few suggestions with reference to the Peak Tramway.

Mr. FLETCHER said that it would be of very great assistance to the Government if they could receive the views of the Association on the subject. The whole question had been before the Government for some time past, and the problem was an extraordinarily difficult one. The Government had hoped until quite recently that they had found a solution. The intention had been to run two trams, one from the present top station down to the May Road level, for the carriages, and the other down to Barker Road in the Home Street.

GARDNE TOOLS

SPADES.

SYRINGES.

TROWELS.

SHEARS.

MOWERS.

WIRE NETTING.

FORKS.

RAKES.

HOES.

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FOR LADIES' USE.

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COMPLETE SHIPS' OUTFITS.

DECK AND ENGINE ROOM STORES.

OILS, PAINTS AND VARNISH IMPORTERS.

ENGINEERS' TOOLS, INDICATORS, COUNTERS, Etc.

PACKING AND ASBESTOS GOODS.

AGENTS FOR DOBBIE MCINNIS' NAUTICAL SPECIALITIES.

COLUMBIA GRAFONOLA

TYPE K2.

IN MAHOGANY

NON-SET.

AUTOMATIC STOP.

EQUIPPED WITH

SEVEN HANDSOME

RECORD ALBUMS.

THE ANDERSON MUSIC CO., LTD.

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A CHARMING ASSORTMENT

OF

COTTON VOILES

ZEPHYRS,

Etc.

IN A SPLENDID RANGE OF COLOURING FOR

LADIES'

SUMMER DRESSES.

NEW ADVERTISEMENTS

NOTICE

THE HONGKONG HOTEL CO. LTD.

MR. THOMAS ANDREW BARRY has been appointed Assistant General Manager of the above Company as from the 1st APRIL, 1923.
By Order of the Board,
J. SCOTT HASTON, Chairman.
Hongkong, 12th April, 1923. [101]

NOTICE

HONGKONG REALTY AND TRUST COMPANY, LIMITED.

MR. JAMES SHAFLO AGASSIZ has been appointed Secretary of the above Company as from the 15th APRIL, 1923.
By Order of the Board,
J. SCOTT HASTON, Chairman.
702]

NOTICE

HONGKONG ENGINEERING AND CONSTRUCTION CO. LTD.

MR. FREDERICK JAMES EASTERBROOK has been appointed Acting Secretary of the above Company, as from the 15th APRIL, 1923.
By Order of the Board,
C. P. CHATER, Chairman.
703]

HONGKONG WAR MEMORIAL

A MEETING of SUBSCRIBERS will be held on MONDAY, 16th APRIL, 1923, at the Board Room of Messrs. JARDINE, MATHESON & Co., Ltd., at 4.30 p.m. All Subscribers are invited to attend. [705]

NEW GARDEN CITY SPORTS (HOMINTIN).

THIRD ATHLETIC MEETING.

THE Committee has much pleasure in inviting the Ladies and Gentlemen of the Colony to the SPORTS at HOMINTIN on SUNDAY, the 15th APRIL, commencing at 2.30 p.m.
By courtesy of the Management there will be Special Trains.
E. P. HYNDMAN, Hon. Secretary.
Hongkong, 13th April, 1923. [700]

THE HEN LINE STEAMERS, LTD.

FROM LEITH, ANTWERP, MIDDLESBRO, LONDON AND STRAIT.

The Steamship "BENMOHR"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharves & Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to suit.
All Claims against the Steamer must be presented to the Underwriter on or before the 1st May, or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 10 a.m.
No Wharfage has been effected.
Bills of Lading will be countermanded by GIBB, LIVINGSTON & CO. LTD.
Agents.
Hongkong, 12th April, 1923. [699]

HONGKONG SMALL INVESTORS SHARE AND REAL ESTATES CO.

BUYERS of HONGKONG TRAMS, CHINA LIGHTS, E.W. CORONA, HONGKONG HOTELS, SELLERS of HONGKONG ELECTIONS (old), 50 ON LOK YEN RESTAURANTS, HUMPHREYS ESTATES, HONGKONG ENG. CONSTRUCTION, 11th April, 1923. [617]

FOOTBALL

HONGKONG LEAGUE

CLUB GROUND, HAPPY VALLEY.

SATURDAY, 14th APRIL, 1923.

DIVISION II. Kick Off, 3.15 p.m.

KINGS v. THE BEST. (Winners)

DIVISION I. Kick Off, 4.45 p.m.

KINGS v. H.M.S. "AMBROSE". (Runners-up)

ADMISSION to Stand—\$1.00.

Chairs, 50 cents.

Services in Uniform—Chairs, 20 cents. [681]

THE HONGKONG ELECTRIC CO. LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ORDINARY GENERAL MEETING will be held at the Company's Offices, 37, GEORGE STREET, on SATURDAY, 21st APRIL, 1923, at 11.30 a.m., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 24th February, 1923, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 21st April, 1923, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD., Agents.
Hongkong, 4th April, 1923. [655]

INTIMATIONS

ATHLETIC SPORTS

THE 1st ANNUAL ATHLETIC MEETING of the Colony under the auspices of the Victoria Recreation Club, will be held at the HONGKONG FOOTBALL CLUB Grounds on SATURDAY, the 21st APRIL, commencing at Noon. Entries close on the 14th instant, at 6 p.m. Entry Forms can be had from the Secretaries of Clubs, or on application at the V.R.C. [687]

NOTICE

A. S. WATSON & CO., LTD.

ONE Certificate for 3 Shares Nos. 12937/12938 and One Certificate for 3 Shares Nos. 12939/12940 in this Company, standing in the Name of LI HIN U and LI CHEONG respectively have been LOST, and if at the Expiration of One Month from the Date hereof the above documents be not forthcoming, other Certificates for the said shares will be issued by the Company and thereafter no other will be acknowledged.
A. S. WATSON & CO., LTD.
Hongkong, 5th April, 1923. [664]

HOUSING COMMISSION.

THE Undersecretary would be glad to receive IN WRITING, on or before the 30th INSTANT, suggestions from members of the General Public in regard to

- 1.-(1) The standardization (with the object of reducing the cost of buildings) of (a) designs for houses, (b) fixtures and fittings for houses, (2) The reduction of the cost of building materials, (3) The use of cheaper or more suitable kinds of building materials, (4) The greater employment of labour-saving machines or devices, (5) Improved methods for the transportation of building materials, (6) Procuring an increased supply of skilled labourers, (7) Reducing the number of middlemen, (8) Other methods for reducing the cost of house construction.
 2. Measures which should be taken by the Government for promoting any of the above objects.
 3. Measures which should be taken by the Government (1) To increase the quantity of housing accommodation; and in particular (2) To facilitate the building of more houses for occupation by (a) Persons of moderate means, (b) The working classes.
- H. E. POLLOCK, Chairman, Housing Commission.
Prince's Buildings, 9th April, 1923. [624]

NEWS FROM THE OLD COUNTRY.

SEND 13/- and we will mail you regularly every week for 52 weeks a copy of any British Weekly Newspaper, such as: Lloyd's, People, Tit Bits, Pearson's, etc., etc. Hundreds of papers on our Big List mailed free. A different paper sent weekly, or the same publication for 52 weeks, 13/- pays for a year's subscription, including postage. Most unique and up-to-date service, greatly appreciated by members throughout the Empire.

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PERIODICAL POSTING CO.

PLYMOUTH, ENGLAND. [1781]

By Order of the Executors

PARTICULARS AND CONDITIONS OF SALE

of

VALUABLE LEASEHOLD PROPERTY.

74, CAINE ROAD, HONGKONG

To be Sold by

PUBLIC AUCTION,

on

TUESDAY, the 17th DAY of APRIL, 1923,

at 3 o'clock, P.M.

by

Messrs. LAMBERT BROS., Auctioneers,

at their Auction Room,

DOUGLASS STREET, HONGKONG.

The Property Consists of—

All that Piece or Parcel of Ground registered

in the Land Office as Inland Lot No. 2300

together with the messuages and premises

thereon known as No. 74, Caine Road.

The dwelling House is most commodious

and would be suitable for a large family house

or hotel.

The House faces the Harbour and is situated

in a very valuable quarter of Hongkong

commanding a splendid view.

There are 16 Large Airy Rooms, Spacious

Garden and Lawn with Garage attached, also

Extensive Roof Gardens.

Every modern convenience. Hot and Cold

Water System and Electric Light and Gas.

There is an Extensive Basement and

Excellent Servants' Quarters having separate

entrance.

Extensive Verandahs on Three Floors and

amongst other conveniences there are Two

Bathrooms, Two Kitchens, Storeroom and

Linen Room.

An Excellent and Attractive Investment.

The Premises are held under a Crown Lease

AUCTIONS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 16th day of April, 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR of one Lot of CROWN LAND at Kennedy Town, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Regulatory No.	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
1	At Junction of Inland Lot No. 211, Kennedy Town.	feet. feet. feet. feet.	about	8,000	4,500.
As per sale plan.					

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 16th day of April, 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR of one Lot of CROWN LAND at junction of Nathan and Gascoigne Roads, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Regulatory No.	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
2	At Junction of Inland Lot No. 211, Kennedy Town.	feet. feet. feet. feet.	about	8,000	10 20,000
As per sale plan.					

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 16th day of April, 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR of one Lot of CROWN LAND at Cheung Sha Wan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less 3 days.

PARTICULARS OF THE LOTS.

Regulatory No.	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
3	At Junction of Inland Lot No. 211, Kennedy Town.	feet. feet. feet. feet.	about	8,000	15 15,350
As per sale plan.					

PARTICULARS

of VALUABLE LEASEHOLD PROPERTY Situate No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee

By

PUBLIC AUCTION,

IN ONE LOT

On

MONDAY,

The 14th DAY of MAY, 1923, at 3 o'clock P.M.

By

Messrs. LAMBERT BROTHERS

At their Office, DOUGLASS STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 3183 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2166 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 16th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises as at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

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[Messrs. LAMBERT BROTHERS

Auctioneers]

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[105]

INTIMATIONS

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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 13th, 1923.

THE INDIANISATION OF THE INDIAN ARMY.

The very important announcement made recently by Lord RAWLINSON, the Commander-in-Chief in India, that, as a start with the Indianisation of the Indian Army, eight units will be solely officered by Indians forthwith, does not appear to have received a great welcome from the over-zealous Indian nationalists of the Legislative Assembly at Delhi. Lord RAWLINSON announced this decision in the course of a discussion "on a motion introduced by an Indian member in these terms: "This Assembly recommends to the Governor-General-in-Council to be pleased to get the King's Commission for Indians by direct recruitment and by promotion from the rank of the Viceroy's Commissioned Officers in such number that all vacancies in the Indian Regiments be in future filled by such Indian Officers till all Indian Regiments are wholly Indianised."

The member who followed the Commander-in-Chief in the debate said "the country did not want the dose offered by the Commander-in-Chief, but a definite programme of Indianisation of the Army in all its branches." Another speaker begged the Government not to behave "like the proverbial stepmother who kept the boy always in her arms, not because of the affection she felt for her husband's child, but to prevent him from learning to stand and run." But the hon. member might have been reminded that a wise mother never lets her child run before it has learned to walk. It is of interest to note the terms in which the Commander-in-Chief announced the Government's decision: "Government." His Excellency said, "consider that a start should be made at once, so as to give Indians a fair opportunity of proving that Units officered by Indians will be efficient in every way; they have accordingly decided that eight out of the Units of Cavalry or Infantry be selected to be

offered by Indians. This scheme will be put into force immediately. The eight Units to be wholly Indianised will be mainly Infantry Units, but there will be a proportion of Cavalry. They will be chosen judiciously; so as to include as many representative types as possible of the Infantry Battalions and Cavalry Regiments of the Indian Army. Indian Officers holding the King's Commissions who are already in the Indian Army will be gradually transferred to the Indianising Units so as to fill up the appointments for which they are qualified by their rank and length of service, and the process of Indianising these Units will then continue uninterrupted as the Officers gain superiority and fitness in those respects which will qualify them for the senior posts."

His Excellency mentioned in the course of his remarks that the number of Indian Cadets now sent to Sandhurst each year, if all pass out successfully, is more than sufficient to replace the normal wastage. He expressed his personal gratification that this great step forward had been taken and trusted that no effort would be spared by the people of India to make the measure a solid and conspicuous success. "The responsibility which lies before the young men who will officer the Indianised Regiments is not light," said the Commander-in-Chief. "They will have in their hands not only the lives of their men, but also the task of maintaining untarnished the high and ancient traditions of the Regiments to which they are appointed. I can assure them that in the new and wider career which will now open to them they will have the active and generous support of the Government of India and of their British comrades in the Army. Their success or failure will mean much to India." One does not gather from a perusal of the debate that many of the Indian representatives who spoke appreciated the heavy responsibilities involved in the change. They evidently viewed the Indianisation of but eight units out of a total of one hundred and twenty units of Infantry and Pioneers, and twenty-one Cavalry units, as but a sop to Camaraderie. They wished to see the whole Indian Army Indianised instantly. "Any further delay in this," said one speaker, "would create discontent in the Army and might lead to disaster." Those are risks which have to be taken. To Indianise the whole army at one fell swoop would have been madness, and there is fortunately a very considerable body of Indian opinion which recognises the wisdom of progress by degrees.

The English view was admirably indicated in a speech by the representative of Madras. He said he had heard the announcement with relief, because it was in a way a declaration to the Englishmen that there was some hope that in future the very heavy burden of responsibility they now carried in respect of India would be lessened and that it would be transferred to the representatives of India in Legislative Assembly. He heard the announcement with regret because, possibly before long, the comradeship in arms between his countrymen and the Indian Army would be brought to a close. He heard it with apprehension because they had crossed the rubicon and were now face to face with a great issue which underlay the whole question of constitutional reform in India. It was whether India would be able to recruit and maintain an Army which would be capable of defending her frontiers and also render that loyal obedience to the constitution and orders of its executive without which the constitution could not hope to continue or be preserved. He doubted whether the new Army, the reconstituted Army with reference to which the first step is now taken, would be able to perform a task which, as far as he could discover from the annals of the country the Indian Army had hitherto been able to accomplish. "I can only hope," he said, "that history will not repeat itself. The constant invasions to which I have referred were due not to any lack of gallantry or defect in martial qualities of the Army, but to the fact that it was impossible for them to act under one leader, to see a common discipline and to look to one central authority, and that is the fresh constitutional issue which the announcement made by the Commander-in-Chief has raised." The speaker was told in the subsequent discussion that he was "exploiting an anachronism"; that the historical parallel was entirely misleading; and that the Indian army of to-day was different from that of the old days. A substantial proof of all this is furnished by the success of the innovation it will nowhere give greater pleasure than in Great Britain, for the change would justly be attributed to British tuition and the influence of British rule in India. But until the proof of so vast a change is furnished by experience, the innovation will certainly be regarded with misgiving by the general body of Anglo-Indian opinion.

The rainfall during Wednesday night was recorded at the Observatory at 4.00 inches.

We are informed that a theft reported in yesterday's issue as having occurred in the Kowloon Wharf and Godown Co.'s godowns, did not occur in the Company's godowns.

Five houses in Minden Villas and six in Minden Avenue, Kowloon, have been sold by the Humphreys Estate and Finance Co., Ltd., to a Chinese syndicate for a little over \$400,000.

The Medical Officer of Health's return shows one Chinese case of plague on Wednesday, and four fresh cases of small-pox, all in Victoria. There was also a further Chinese case of cerebro-spinal fever.

There will be no "Children's Hour" at the Helena May Institute this afternoon (Friday), but an excellent Cinematograph Display has been arranged for members of the Institute, their children and friends, on Friday next, April 20th, at 3.30 p.m.—ADVT.

A coolie woman was helping a number of others to pull a street truck along the Praya East on Wednesday morning, when she slipped and fell under the truck. The wheel went over her leg, and she was conveyed to hospital suffering from compound fracture of that limb.

The brass helmet worn by Ferdinand Magellan in 1521 when he was killed on the Island of Mactan in the Philippine archipelago, while making his first round the world voyage, has been discovered by Major H. D. Selton who is stated to have purchased it from a Moro chieftain.

The whirligig of time brings many changes in China. Mr. Liang Shih-yi, who has held several portfolios in the Government at Peking during the past years, is now mentioned in a Canton paper for office under Dr. Sun Yat Sen, as "Minister of Finance." But is the Generalissimo at Canton appointing "Ministers"?

It is announced that Mr. T. A. Barry has been appointed Assistant General Manager of the Hongkong Hotel Co., Ltd. Mr. J. S. Agassiz has been appointed Secretary of the Hongkong Realty and Trust Co., Ltd. Mr. F. J. Easterbrook has been appointed Acting Secretary of the Hongkong Engineering and Construction Co., Ltd.

We extend our heartfelt congratulations to Mr. and Mrs. Henry Humphreys, of Tregunter Mansions, May Road, who celebrated their silver wedding yesterday. In honour of the occasion a private dance was held at the Hongkong Hotel last night, which was attended by about 150 guests, including many well-known residents of the Colony.

Mr. E. W. Wilson has resigned the general management of the Philippine National Bank, and Mr. Wenceslao Trinidad has been appointed to act temporarily in his stead. Mr. Wilson's resignation was stated by Governor-General Wood to have been voluntary, and came about after discussing matters with the directors. His salary will be paid to the end of the current year.

The Canton Daily News says: "Any person, irrespective of civilian or military, found engaged in miscellaneous gambings, will be flogged in Canton, according to an order just issued by General Yang Hsi-min of the Yunnanese Army. General Yang said that gambling, such as fan-tan and certain lotteries, when tolerated, was only a temporary measure for raising military expenses. There was no intention to permit all forms of gambling."

"All friendly to Dr. Sun now" is the headline given by our Canton contemporary to the following paragraph: "Among former leading officials of the Peking Government who were in Canton the last few days and called on Dr. Sun Yat Sen, either personally or through representatives, were Liang Shih Yi, a former Peking Minister of Finance; Chow Tse Chi, another former Peking Minister of Finance; and Kiang Yung, a former Minister of Justice."

In the regulations suggested by the Military Commissioners in Canton for the suppression of "miscellaneous gambings" (by which unauthorised games of chance to apparently mean), it is proposed that the conductors shall be flogged 50 times, and in the case of persons participating in the gambling men shall receive 30 strokes and women 20. The unwelcome tenderness towards the female sex excited in our Canton contemporary the inquiry as to whether women are becoming more respected by "the militarists and mercenary soldiers."

Three of the Pacific Mail Steamship Co.'s officials at Manila last week handed in their resignations to Mr. Thomas A. Graham, vice-president and general manager of the company, who has been in the city making "a general survey of the conditions." The officials concerned are Mr. E. J. Brown, general agent, who has been in the Manila office for the past eight years; Mr. J. E. Gardiner, assistant agent, who has been at the office nearly ten years; and Mr. B. O. Vernon, passenger agent, who has been there two years. The resignations are stated to have been brought about by changes instituted by Mr. Graham relative to the conditions on which leave of absence may be granted. "Quite a stir has been created in shipping circles" by the resignations a Manila paper says.

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1745 till to-day



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THE ILLEGITIMATE CHILD.

PARENTS SUBSEQUENT MARRIAGE.

In the House of Commons on March 2nd Mr. Balfour moved the second reading of the Legitimacy Bill, which, he said, had the support of members in all parts of the House, quite irrespective of party, and of men and women of all ranks of life. In the last Parliament there were four separate attempts by three parties to bring about the desired reform, but difficulties had arisen over the settlement of property, and for that reason he had kept the legitimization part separate from that of settlement. Clause 1 said that where the parents of an illegitimate person married one another whether before or after the passing of this Bill, the marriage would render that person legitimate from the commencement of the Act or the date of the marriage, whichever happened last. The effect of sub-clause 2 was that children who were born in adultery did not come within the purview of the bill. In other words, the parents must have been in a position to marry at the time the child was born. Although there was in this country a great volume of opinion in favour of that restriction there was also a great volume of opinion opposed to it, but there was no reason for voting against the principle of the bill. He asked the House to give a second reading to a bill which would remove the stigma of bastardy from a great number of perfectly innocent persons. From correspondence he had received, he knew that the ward to which hope and anxiety for many people was taunted by remorse for having committed a great wrong, were anxious to do all in their power to make what reparation they could. (Cheers.)

Captain Bowyer, seconding, said that modern thought and social work had brought to the fore the need for legislation such as this. There was an increasing tendency to conserve child life. Figures proved that the mortality among illegitimate children was twice as great as that among children born in wedlock. People could not shut their eyes to the fact that 4 per cent. of the children born were illegitimate, and that those children, who were absolutely blameless, had no legal rights. (Hear, hear.)

A QUESTION OF INHERITANCE.
Mr. Graves-Lord said it gave him satisfaction to think that his maiden speech should be in support of a bill which removed a very serious blot from the laws of the country. The bill, however, had a defect, which he hoped would be altered in committee. This defect was in relation to the inheritance of property, for the bill introduced an entirely new class, namely, the presumed young child.

Sir F. Balfour said that if any provision was inserted which would allow a man to legitimize his child in order to supplant, in title or in property, a child born in wedlock, the bill would not go very far. It was on the undertaking that no such addition would be made that the opposition of many members was withheld.

Mr. N. Chamberlain (Postmaster-General), speaking for himself and not on behalf of the Government, was of opinion that anyone who had examined the bill would feel that it did not deal completely with the problem to be solved. It would do little, if anything, to improve the position of the child of unmarried parents. It would do nothing to assist the mother in obtaining an affiliation order, the difficulty of securing which was shown by the fact that only one-fifth of the illegitimate births became the subjects of such orders. It would not help to decrease the heavy infant mortality among illegitimate children or distribute the responsibility equally between the two parents. From a moral point of view it did, however, mark a definite step forward in the recognition of illegitimate children, and it would do something to put England in that respect on the level of other civilized countries. In England alone among civilized nations, there was no provision for legitimizing children by subsequent marriage of the parents. With regard to section 1 of the first clause he recognized that the wrong done was greater if one of the parties was married, but he did not see why they should punish the child by stating that it should not become legitimate by the subsequent marriage of its parents. That was contrary to common sense and humanity. As to Clause 4, supposing a man had a child out of wedlock, and subsequently married and had legitimate children, there was no reason why, if afterwards he married the mother of the first child, it should have priority over the lawful children. But there was no reason why a child born out of wedlock, both of whose parents were unmarried, should be put behind others who might be born to the same parents after marriage. He hoped the bill would be given a second reading and amended in Committee in such small details as might be necessary.

Sir Russell Wells suggested that if the bill were passed it would be an inducement to irregular intercourse and irregular alliances. In Scotland and most of the countries of Europe subsequent marriage of parents legitimized a child born out of wedlock; and it was an interesting fact that in no country in Europe, except Ireland, was there a lower percentage of illegitimacy than in England and Wales.

Sir D. Hogg (Attorney-General) said that while the Government were in no sort of way hostile to the bill, they did not regard it as a party measure, and they left it absolutely to the House. So far as he himself was concerned, both as a member of Parliament and as a lawyer, this bill had his unqualified approval. (Hear, hear.) He did not agree with the suggestion that the bill would be calculated to encourage illegitimate intercourse. What it would do was this: Where a man had given a promise and had not been man enough to carry it out at the time, when afterwards he wanted to repair the wrong he had done this bill gave him the opportunity of doing so. (Hear, hear.) The second reading was agreed to.

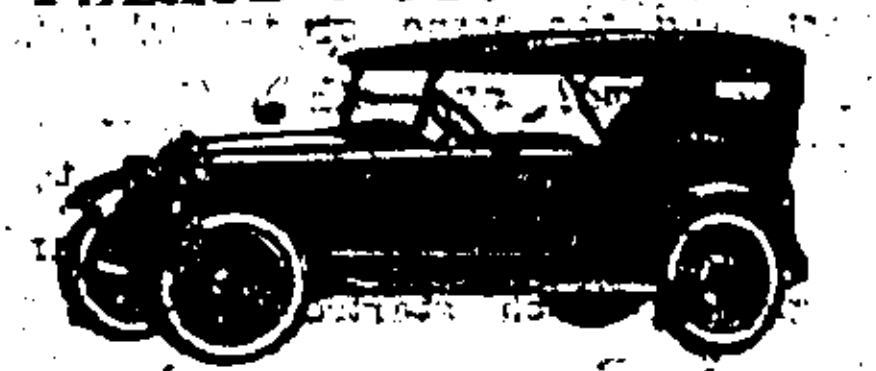
President Harding, in a recent message to the Senate, urged consent to the United States' accession to the protocol under which the Permanent Court of International Justice is being erected at The Hague. The message is described as "the first positive step by the Harding Administration for association of the United States with the League of Nations."

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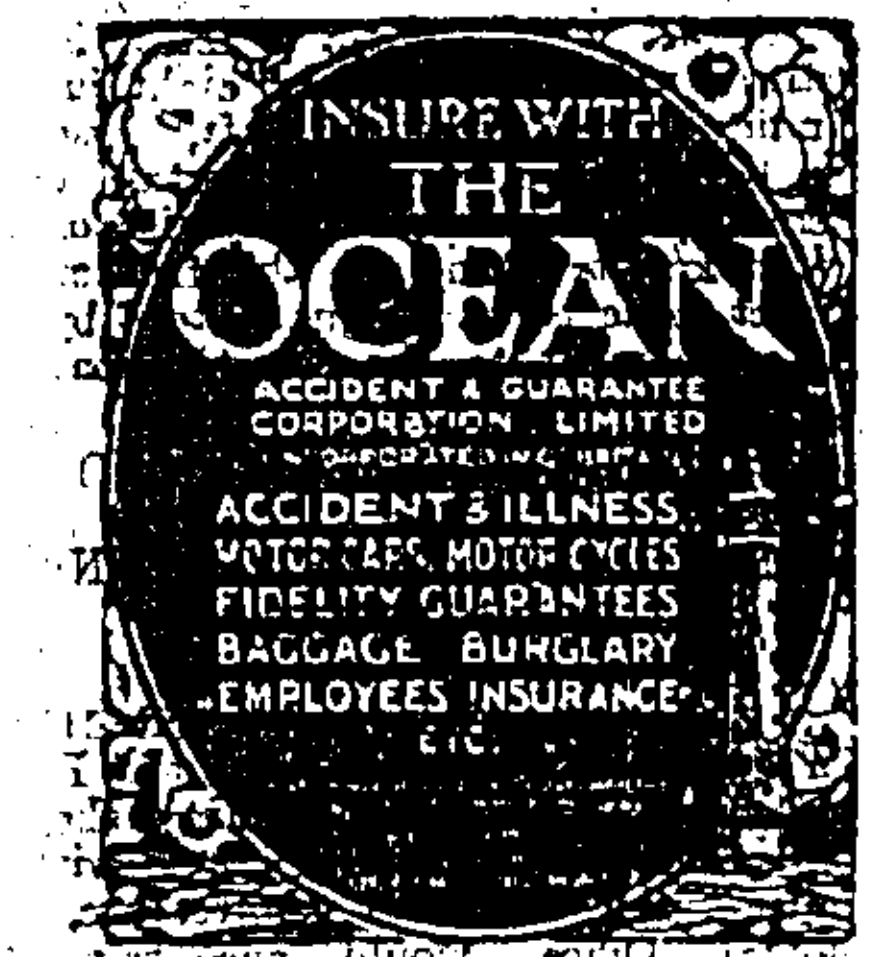
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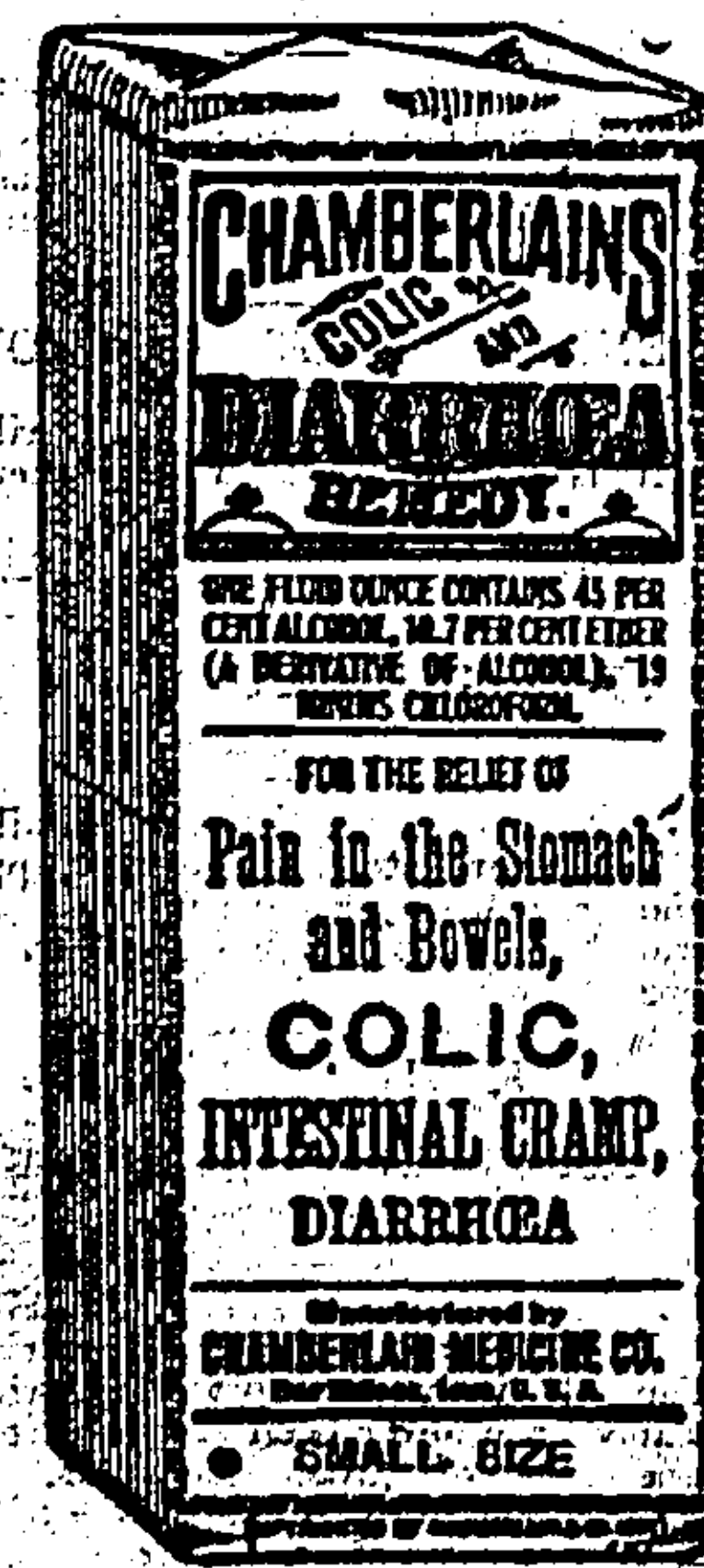


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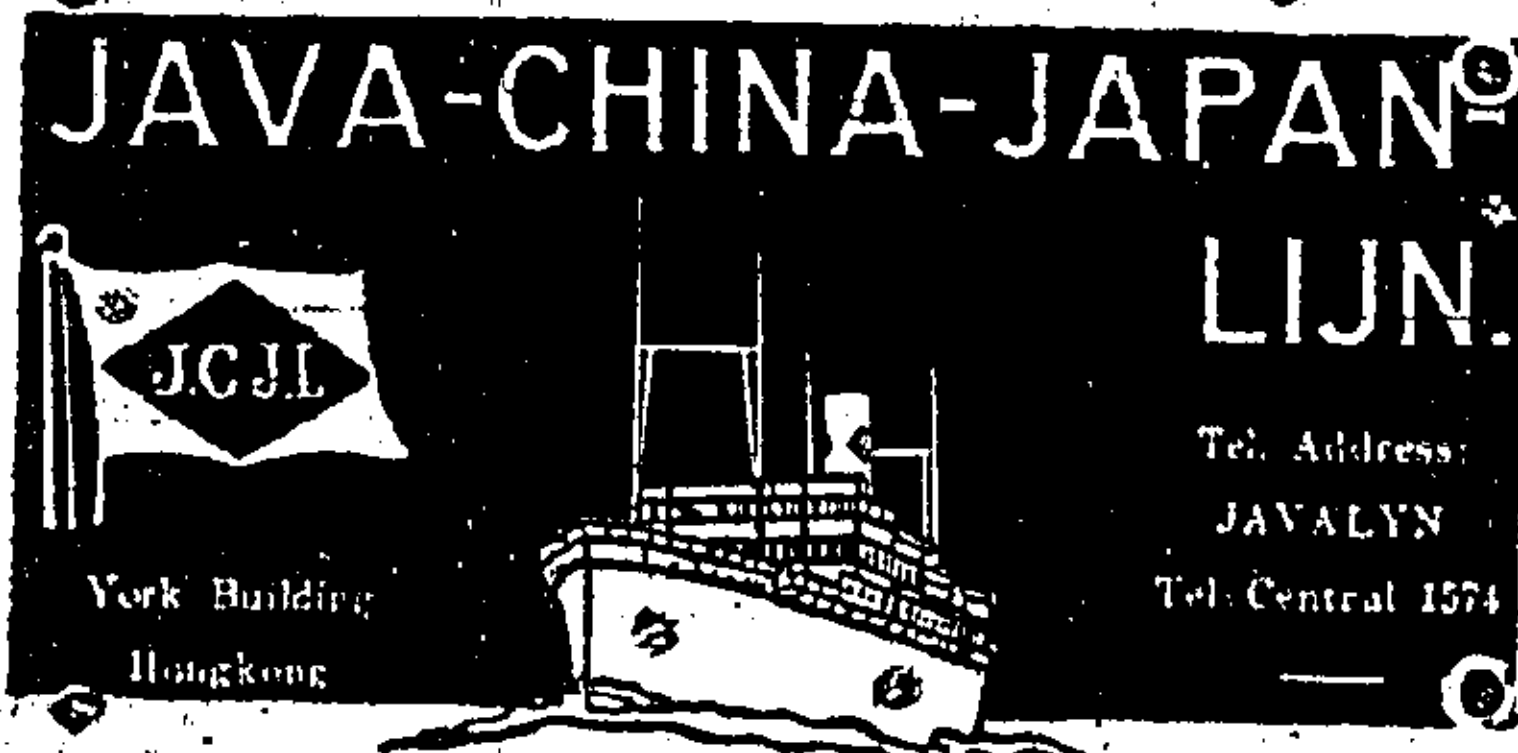


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JILIWONG	JAVA	14th April	16th April	JAPAN
TIKODAS	JAPAN	18th April	20th April	BANKA & BATAVIA
TIKONDARI	JAVA	22nd April	24th April	DAILY

Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.



VEREENIGDE NEDERLANDSCHE
SCHEEPVAARTMAATSCHAPPIJ
(United Netherlands Navigation Company)
HOLLAND-OOST AZIE LIJN
(Holland-East Asia Line)
(Members of the Straits, China and Japan Conferences).

Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AND
AMERICAN, ROTTERDAM, HAMBURG AND BREMEN
Sailings, subject to alterations.

Arrivals from Europe.		
S.S. "OOSTERKERK"	...	14th April.
S.S. "OOSTERKERK"	...	8th May.
S.S. "OOSTERKERK"	...	8th June.
S.S. "ZOSMA"	...	3rd July.

Sailings to Europe.

Steamers	For	Sailing on or about
"BANKA"	Amsterdam, Rotterdam, Hamburg & Bremen	25th Apr.
"OOSTERKERK"	Rotterdam, Amsterdam, Hamburg & Bremen	25th May
"OOSTERKERK"	Amsterdam, Rotterdam, Hamburg & Bremen	29th June

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

York Buildings.

General Agents.

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M/S. "INDIEN"

will be loading for DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG
COPENHAGEN and other SCANDINAVIAN PORTS.
about 23rd April.

Further Sailings	Expected on or about	Will leave for above ports on or about
M/S. "Chile"	...	8th May
M/S. "Malaya"	29th April	1st June
M/S. "Bolivia"	16th May	20th June
M/S. "Panama"	4th June	8th July
M/S. "Australia"	1st July	7th August

Subject to change without notice.

For further particulars please apply to—

JOHN MANNERS & CO., LTD.

Agents.

PROBLEMS OF POPULATION. OXFORD UNION ON QUALITY AND QUANTITY.

The Oxford Union delivered itself with due solemnity last month on population problems. The motion before the House was: "That this House calls upon his Majesty's Government to recognize, by practical steps, that one of the gravest problems confronting the country is the rate of increase and deteriorating quality of the population."

Introducing the motion, Mr. G. A. Gardiner (Magdalen) said that the question was: Quantity or Quality? History had shown that any increase in population meant a lowering of the standard of living. The one argument for a large population was its usefulness in time of war, but those who urged it only argued in a vicious circle because when people were killed they said: Well, perhaps, it is well with such a large population, then when the war was over they wanted to start breeding again! It was not fair to ask the mothers of England to bear unlimited children as fodder for cannon. Emigration was a national but not an international cure for over-population. The other was birth control, by which they meant not the crime of abortion but the artificial control of conception. The only alternative for those who thought this immoral was to increase the death rate, which they might secure either by killing off the doctors or by distributing germs. Birth control had been practised already for a long time by one section of the population.

WEIRD EXPERIMENTS.

Mr. C. Carrigan (Trinity), opposing, said England had been going to the dogs for 900 years, but had not quite managed it yet. Half the world, in the disillusionment which naturally followed war, had plunged into red revolution, and the times were too stern for any weird experiments. He denied entirely that there was over-population. Great Britain was far more over-populated when it contained half a million people in pre-Roman times than it was to-day with a population of forty millions. France, having discovered that birth control was an unmitigated evil had recently made the use of contraceptives illegal, realising, perhaps too late, that birth control meant the moral, physical, and psychological ruin of the nation. To treat the "submerged tenth" as something to be experimented upon was indefensible. It would be better to teach the rich to do right than to teach the poor to do wrong; better to teach the people who deliberately chose to have two children and four hundred, and who used more for housing, than producing more to carry on the traditions of the race.

Mr. B. A. Murray (New) said the only reliable criterion of over-population was the forcing people out of employment, and that was a condition which was very insistent at the moment. Twelve out of many poor families of from fourteen to eighteen died in infancy, and that involved altogether too much suffering and waste of human life.

On a division the vote was: For the motion, 137, against, 93. The motion was therefore carried by 44 votes.

THE AMERICAN SHIP SUBSIDY BILL. TURNING POINT.

The Times (London) wrote on this subject last month as follows: While business men throughout the world will find satisfaction in the announcement that the United States Ship Subsidy Bill is not to be passed by the Senate, their satisfaction will spring, we believe, not from any lack of sympathy with the United States in her endeavour to find adequate employment for a large, newly built mercantile marine, but because the decision of the Senate seems to mark a definite turning point in the attitude of the Government of a great country towards State intervention in commerce. The people of these islands have had good reason to sympathize with the United States in her shipping troubles. They have known, and have remembered, that a large portion of the new American mercantile marine came into being, at heavy cost, on the call of the Allies when, during the war, every ship which could be built was urgently needed to help the common cause. They, too, have suffered serious losses since adversity succeeded prosperity in the shipping trade. Values of tonnage have fallen heavily, new capital, subscribed in the belief that a satisfactory return would have been earned, has been irretrievably lost, and many thousands of seamen have been without employment, while hundreds of ships have lain idle at their moorings.

Bound by hard facts to earn their living by the sea, managers of shipping in this country have looked with some anxiety on what was proposed in the United States within the scope of the Ship Subsidy Bill, but they have been scrupulously correct in any comment they allowed themselves to make. They have not ventured to criticize any proposal of the United States to subsidize her mercantile marine. That, they recognized, was no affair of anyone outside that country, and the most that they have done is to call attention to certain obvious results of any attempt by legislation specially to favour national-owned ships in American ports, inasmuch as such a policy would have been equivalent to putting difficulties in the way of the vessels of other nations. In the last resort the other nations must have retaliated in their own ports, and commerce, instead of continuing to flow smoothly, encouraged by all the great economic forces, but subject to the ordinary rise and fall of trading conditions, would, for a while, have become an affair of water-tight compartments, with each one closed off by a half-opened door. Things must in time have righted themselves, since nothing can withstand the great elemental principles and influences, but the present decision of the United States means that a number of artificial hindrances will now not need to be overcome. It will be easier for the United States to continue to sell her vast supplies of surplus products, since one of the chief means of paying for these, that of sharing in transport services, will still be open to the free competition of all the maritime nations of the world.

NOTICE TO CONSIGNEES.

The Steamship "VENEZIA"

FROM TRIESTE, VENICE, BRINDISI,
MASSAUA, PORT SAID, ADEN,
COLOMBO, PENANG,
SINGAPORE AND
MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 26th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.
Hongkong, 8th April, 1923. [634]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA
PORT SAID, SUEZ & STRAITS.

THE M.V.

"GLENOGLE"
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Cargo not cleared by the 18th April, 1923, at 5 p.m., will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 18th April, 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 90 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., Ltd.,
Agents.
Hongkong, 8th April, 1923. [636]

P.H.O.T.O.S

ACTRESSES, BEAUTIES.
STUDIES, DRAWINGS.
GREAT CHOICE AND VARIETY.

State wishes clearly and write to

MR. GENNERT

CALLE CUTAS, BARCELONA.

BARCELONA, SPAIN.

[202]

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION	13th Apr. 10 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Friday, 13th Apr. Noon
SHANGHAI via SWATOW	"LOONGSANG"	Friday, 13th Apr. 3 p.m.
MANILA	"WOSANG"	Sunday, 15th Apr. 10 a.m.
SHANGHAI via SWATOW	"CHIPSING"	Tuesday, 17th Apr. Noon
TIKINSIN	"YATSHING"	Tuesday, 17th Apr. Noon
BANGKOK via SWATOW	"LAISANG"	Tuesday, 17th Apr. 3 p.m.
STRAITS & CALCUTTA	"WAISHING"	Thursday, 19th Apr. 10 a.m.
SHANGHAI via SWATOW	"NAMSANG"	Friday, 20th Apr. Noon
KOBE via SHANGHAI	"HINSANG"	Friday, 20th Apr. 3 p.m.
SANDAKAN	"CHUNSHANG"	Saturday, 21st Apr. 10 a.m.
BANGKOK via HOIHOW	"KUTSANG"	Saturday, 21st Apr. 3 p.m.
STRAITS & CALCUTTA	"WINGSANG"	Friday, 27th Apr. 7 a.m.
SAIGON	"HOSANG"	Saturday, 28th Apr. Noon
KOBE		
CALCUTTA LINE		

This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodations, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodations, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong when industrial offices.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "SINPANG" and "MAURANG" both steamers having excellent passenger accommodations. Cargo taken of through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIKINSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodations.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about
Tuesday, 17th April, at 3 p.m. for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

TELEPHONE: CENTRAL No. 15

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE
OUTWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENAMOY"	25th April	"GLENAMOE"	29th April	London, Hull, Rotterdam and Hamburg
"GLENAPP"	8th May	"GLENOGLE"	19th May	London, Rotterdam and Hamburg
"GLENGARRY"	31st May	"GLENARIFFE"	25th May	Genoa, London, Rotterdam and Hamburg

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd., Agents.

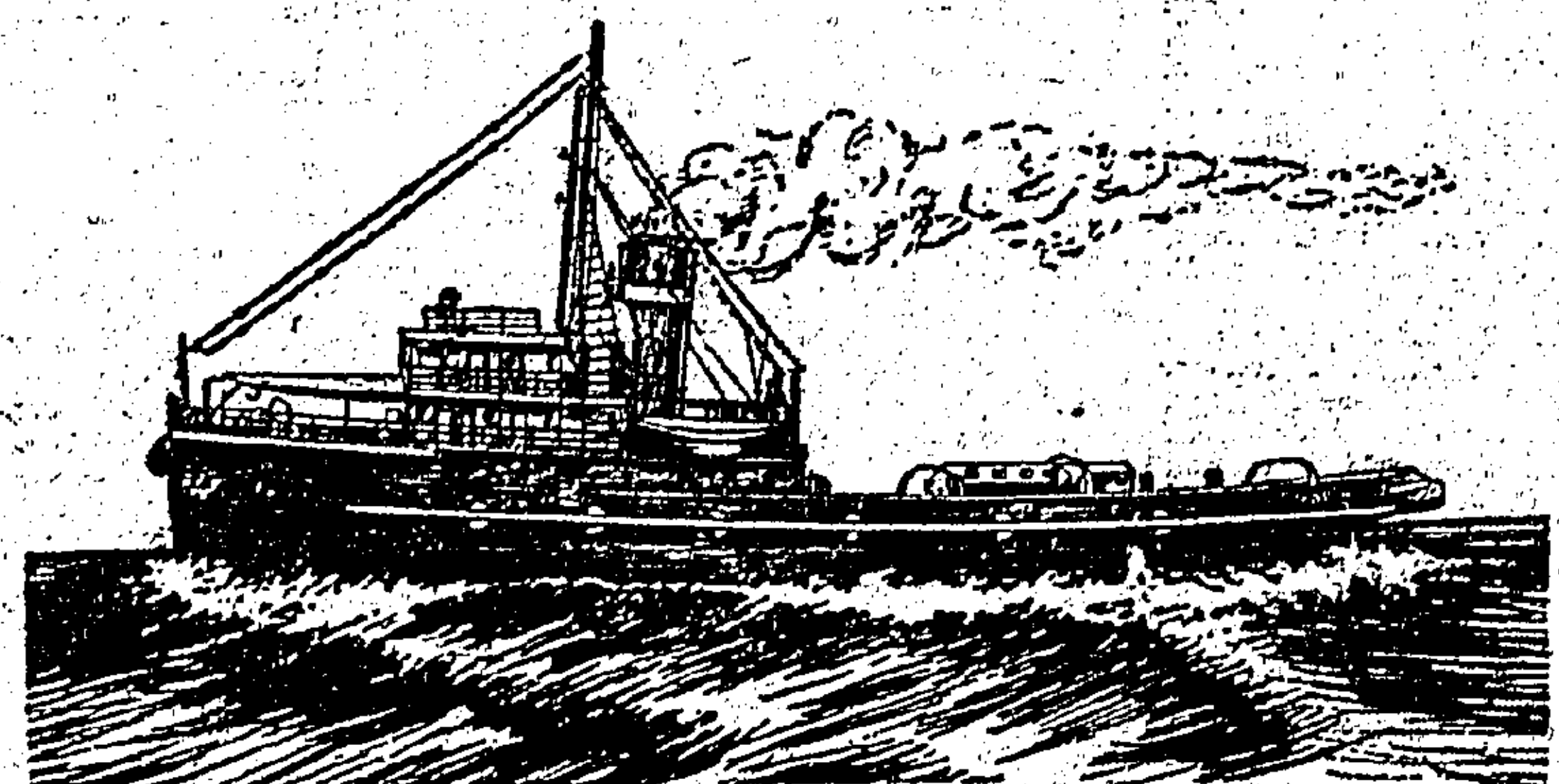
Telephone: Central No. 215 sub-ex. 12 and Central 2492.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, owned and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165' B.P., Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

(Please address enquiries to the Chief Manager:)

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

"ELLERMAN LINE" P. & O., British India Apcar and Eastern & Australian Lines

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"CITY OF SINGAPORE" ... 28th April ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

"CITY OF POONA" ... 28th April ... Marseilles, London & Hamburg.

PASSENGER SERVICE.

"CITY OF POONA" ... 28th April ... Marseilles, London & Hamburg.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.
REISS & CO., CANTON.
(Tel. Central 7807)

BOSTON AND NEW YORK Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"IXION"	...	via Suez Canal	15th April.
"KARONGA"	...	via Suez Canal	25th April.
"ATREUS"	...	via Suez Canal	5th May.
"EUBLYCHUS"	...	via Suez Canal	15th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE OR THE BANK LINE, LTD. HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. REISS & CO., CANTON.

M. MESSAGERIES MARITIMES M. SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Fr. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ARMANDIE ...	...	...	17th April
PAULETAT ...	...	...	30th April
ANDRE LEBON ...	...	...	15th May
NABOIE ...	...	...	28th May
CORDILLERE ...	...	...	12th June
ANGERS ...	...	...	26th June

RATES OF PASSAGE MONEY TO MARSEILLES.
(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... \$130. 00. 00.	B CLASS (1st Class) ... \$110. 00. 00.
STRAKES (2nd) ... \$88. 00. 00.	STRAKES (2nd) ... \$60. 00. 00.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO, BOATS).

"C. M. MAILHOL" loading for PORTSAID, VALENCIA, BORDEAUX, HAVRE, ANTWERP & DUNKIRK, about 18th April.

"LT. ST. LOUBERT-BIE" loading for HAVRE, ANTWERP & DUNKIRK, about middle of May.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 21
COGNITION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

(AND RETURN)

(Occupying 5/10 Days)

HAICHING	Capt. J. B. Thomson	Friday, 13th Apr. at 1 p.m.
HAICHONG	Capt. W. C. Pasmore	Tuesday, 17th Apr. at 1 p.m.
HAIFONG	Capt. Ellis Walker	Friday, 20th Apr. at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.JAPAN COAL
AND
GENERAL IMPORTS & EXPORTSAGENTS FOR—
THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG.

(COMPANIES incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BORNEO, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"NANKIN"	7,058	18th Apr.	Marseilles, London & Antwerp.
"KARMA"	8,068	2nd May	Marseilles, London & Antwerp.
"SICILIA"	8,813	3rd May	Singapore, Penang, Colombo & Bombay.
"KIDDERPORE"	5,234	9th May	Singapore, Penang & Bombay.
"KABGAR"	5,000	10th May	Marseilles, London & Antwerp.
"SOUDAN"	5,700	19th May	Singapore, Penang, Colombo & Bombay.
"WYANDIA"	7,000	30th May	Marseilles, London & Antwerp.
"SARDINIA"	6,580	13th June	do.
"DELTA"	8,097	27th June	do.
"SICILIA"	8,813	28th June	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,941	11th July	Marseilles, London & Antwerp.
"DEVANHA"	8,073	25th July	Singapore, Penang, Colombo & Bombay.
"SOUDAN"	5,886	28th July	Marseilles, London & Antwerp.
"KHIVA"	9,017	8th Aug.	do.

BRITISH INDIA - APCAR SAILINGS

"JAPAN"	6,600	13th Apr. 1 p.m.	Calcutta via Singapore & Penang
"PAKADA"	6,949	20th Apr.	Singapore, Penang & Calcutta
"TORILLA"	5,505	13th May	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	5th May	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"ST. ALBANS"	4,500	15th Apr.	Japan Direct.
"SICILIA"	8,723	21st Apr.	Shanghai only.
"NYANZA"	7,023	22nd Apr.	Shanghai, Moji, Kobe & Yokohama.
"SARDINIA"	6,684	8th May	Shanghai, Moji, Kobe & Yokohama.

All rates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the ship.

First-class passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the action of their P. & O. Tickets Singapore to Calcutta.

All cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

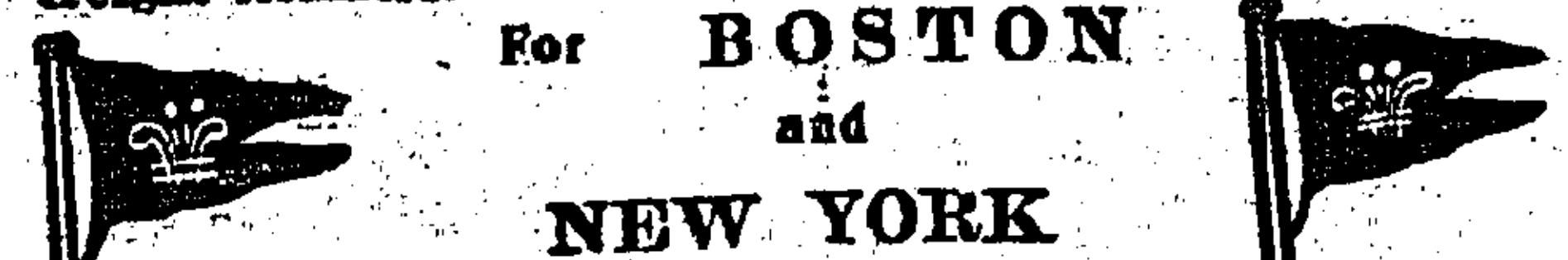
For further information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "EASTERN PRINCE" ... 16th May.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 5185
Telegrams (Furthine)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSSEILLES.
Monthly direct service via Singapore and Port Said."AMAZON MARU" (Omitting Marseilles) ... Friday, 11th May
BURNES AIRS-BIO DE JANEIRO, BANTON, DURBAN & CAPE TOWN via SINGAPORE & SINGAPORE. PASSENGER SERVICE.

"SHUNKO MARU" ... Sunday, 6th May

"TACOMA MARU" ... Sunday, 13th May

"HIMAWA MARU" ... Sunday, 20th May

"CELESTIA MARU" ... Sunday, 27th May

"BUSHO MARU" ... Sunday, 3rd June

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service

CALCUTTA—Monthly Service via Singapore and Rangoon.

"MALAY MARU" ... Friday, 13th April

"INDO MARU" ... Saturday, 14th May

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS OAL & CANADA—Passenger Service.

"ARIZONA MARU" ... Thursday, 19th April

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Colon Ports.

"HAYEMARU" ... Tuesday, 1st May

JAPAN PORTS—Kobe & Yokohama. ... Sunday, 6th May

KEELUNG, SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KALIO MARU" ... Every Sunday, Noon.

"AMAKURA MARU" ... Every Sunday, Noon.

TAKAO, SWATOW, AMOY. ... Thursday, 26th April

For sailing dates and further particulars please apply to—
K. SHIMA, Manager.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

From	Steamer	To	Sail
SHANGHAI	"SUNNING"	On 13th Apr. 11 a.m.	
WEIHAIWEI, TIENTSIN & NEWCHANG	"KANSU"	On 15th Apr. 4 p.m.	
SWATOW, SHANGHAI & PUKOW	"YINGCHOW"	On 15th Apr. 11 a.m.	
SHANGHAI & TSINGTAO	"SHANTUNG"	On 15th Apr. Noon	
TIENTSIN	"KUEICHOW"	On 16th Apr. 10 a.m.	
AMOY & SHANGHAI	"KANGCHOW"	On 17th Apr. Noon	
SWATOW & BANGKOK	"KIANGSU"	On 17th Apr. Noon	
SWATOW & SHANGHAI	"SUICHOW"	On 19th Apr. Noon	
SWATOW, AMOY & SHANGHAI	"CHINCHUA"	On 20th Apr. 10 a.m.	
HOIHOW & SINGAPORE	"HINKIANG"	On 21st Apr. 10 a.m.	
SHANGHAI & TSINGTAO	"HINKIANG"	On 21st Apr. 10 a.m.	

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Fridays (extending to Pukow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-birth cabins.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE
Telephone Central 38.
(JOHN SWIRE & SONS, LTD.) Agents.

PASSENGER & FREIGHT CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) AGENTS.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila & Australian Ports.
"TAIYUAN"	24th April	29th April

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the Main Saloon. A daily qualified doctor is on board. Billed Passes—large boats through to all Australia, New Zealand & Transvaal Ports.

For freight and passage apply to—
BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.) Agents.

[Telephone] Central No. 38.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "Elkridge" ... Due Hongkong 30th Apr. Leave Hongkong 21st Apr.

U.S.S. "West Chopaka" ... Due Hongkong 10th May. Leave Hongkong 11th May.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLANDPOINTS.

TO MANILA, SAIGON AND SINGAPORE.

U.S.S. "West Varolan" ... Due Hongkong 20th April. Leave Hongkong 1st May.

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